

MOTHERS LOOK ON AS SONS PASS BY

Ante-Bellum "Sunday Best" and Newest Millinery Vie on Grand Stands

EARLY SEATERS EVICTED

Faded bonnets that had served as "Sunday best" since the war began, mingled today with the latest and gayest of "chapeaux" in the bewildering array of color that surged about the grandstands on the Parkway between Twenty-third and Twenty-fifth streets, occupied by parents and other relatives of the marching soldiers.

Long before 7 o'clock there was a scattering of parents on the grandstands and by the time the guards came on duty at 7:45 o'clock there were thousands to be seen from the stands to wait at the entrances for the ticket collectors to come at 9 o'clock.

In all that array of gorgeous flags, pennants and banners held tightly in arms that ached to clasp the soldier heroes, there was a tiny Irish flag—one of the green ones picturing Erin's golden harp—that might have told a wonderful story of love, sacrifice, longing and rejoicing.

Mrs. Katherine Kelly, wife of Corporal T. F. Kelly, of Company E, 111th Infantry, carried the bit of green tenderly with the box of delicacies she hoped to push into "Tom's" hand some time during the day. Often her fingers crossed the silk.

Erin's Flag a Good Omen

"Maybe you think it's silly, carrying this Irish flag and no other banner," she confided to her neighbor. "But it is the only way Tom would recognize me. And it is sacred to us. You see, I found the little flag just the night before the baby was born, and, somehow, we've always considered it our good omen. The baby? Oh, he's eighteen months old now. He was born just two weeks before Tom went overseas. Yes, daddy got to see him before he went to war, and he has seen him since he came back.

"Happy? Why I'm about the happiest woman ever, to think Tom's back with a chance to get well and strong again. You see he was wounded at Chateau-Thierry, and he has had five operations since. I will be in the parade today, but he has to have another operation tomorrow. He says he won't ride among the invalids today, but I know he will have to, because he is too weak to walk."

Men and women, young and old, from various parts of the state, who had never seen one another before, fell to talking during the long hours before the parade was to begin.

"It's a long wait," sighed one woman, but she smiled at the same time. "But it isn't nearly so long as we have waited. Thank God, though, I got to see my boy before the parade or I wouldn't be standing here."

Mother of chaplains, buglers, mechanics, cooks, wagoners, officers and privates mingled together in happy anticipation of seeing their boys in proud array. There were some who cried with happiness at the very thought of having their boys back safe again.

And there were some who were tearing because their boys were still overseas or perhaps on the Pecos, as expected tomorrow.

She's Glad for Other Mothers

"It's been eighteen months since I've seen my boy, and it will be six months more before he returns," said Mrs. George Crumbak, of 442 South Fifth street, Colwyn, Pa. "But I'm mighty glad for the rest of the mothers. I know at least that my boy is well and safe."

Mrs. Crumbak is the mother of Private Joseph Crumbak, bugler in Company H, 111th Infantry, who is now attending a military school in France. He has been in service four years, having served on the Mexican border with the "Old Sixth." He was gassed at the Marne in July, but returned to the fighting line last October.

"Sure, he's great!" That was the proud and happy comment of Mrs. E. Fornby, of 1750 Upland street, when some one asked about her son, Corporal Joseph R. Fornby, Company H, 111th. "He was wounded and has been in the hospital for seven months. He will ride among the veterans today."

Mrs. W. B. Pugh, of 2443 East Cumberland street, held her head high and her face beamed with joy as she remembered the heroic deeds of her son, Chaplain W. P. Pugh, of the 109th Field Artillery. Often under shell fire as he buried his dead "brothers," the chaplain was never wounded. He was slightly gassed.

Mrs. Mary Connelly, of Silver Creek, Pa., has already held her boy in her arms. She hoped to cheer him in the parade today. But Private James Connelly won't be home to stay for some time, because he will be taken back to the hospital. He was wounded in the Argonne woods last September while he was with Company L, 109th Infantry.

A sweet looking mother waited for hours to be admitted to the grandstand, where she hoped to have her first glimpse of Private Samuel Pokress, Company M, 110th, since he entered service two years ago. She was Mrs. L. Pokress, of 402 Carpenter street. The boy was gassed at Verdun.

Waits Hours at Stand Entrance

A short, plump woman with gray hair settled herself on the steps of the grandstand to wait permission to enter, hours before the guards opened the way. "It was just fifteen minutes before the armistice was signed," she said, "that my boy was wounded. He's Private William C. Chapman, of Company H, 109th." The mother is Mrs. Sarah Chapman.

WOUNDED VETERANS IN FRONT OF LAND TITLE BUILDING SEE COMRADES MARCH BY



A brief furlough this week to greet them. Right beside them on the stand were Mr. and Mrs. John W. Batzel waiting to welcome their son, Private Arnold K. Batzel, of the 103d Sanitary Train, 110th Ambulance Company.

"Only Twenty, but Did His Duty" "Harry wasn't twenty when he enlisted, and it almost broke my heart," said little Mrs. H. Manuel, waiting with her husband to wave a welcome to the boys. "But I'm so proud of him. He was gassed and he suffered lots, but he says he doesn't regret one instant of it. He did his duty the best he could."

William Fenstermaker, of Allentown, here to meet his son, Raymond Fenstermaker, of Company F, 107th Field Artillery, just happened to stand beside Mrs. M. B. Kline, of Norristown, whose son, Arthur S. Kline, was in the same company with Private Fenstermaker. They hadn't met before, but the same bond that brought the great mass of spectators together, caused them to pour out stories of their boys who had served together. Mr. Fenstermaker has another boy in service, with the army of occupation in Germany.

Mrs. A. K. Proud and her daughter, Miss Beulah Proud, of 2225 West Huntingdon street, were glad of their name today because they felt just that way. Their son and brother, Private Alfred G. Proud, of Headquarters Company, 109th Infantry, a cornetist, is back safe and sound.

Mr. and Mrs. J. Murphy, of 2125 Marvane street, and Mrs. M. Friel, of 5020 James street, were there because their son and nephew, Private Douglas Murphy, of Headquarters Company, 109th, was among the Keystone soldiers.

Dirigible Arrives Safely at St. John's

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out of commission for a time. Lieutenant Commander Coil said, and the last few miles of the journey was made by following the railroad track to this city.

The blimp's troubles began shortly after midnight, the commander said, when the sky became overcast. Before that time the balloonists had operated under a full moon, being at an altitude of 1000 feet. The big craft lost its bearing when approaching Little Miquelon Island off the south coast of Newfoundland and about 170 miles from St. John's.

Through fog and rain the cruiser Chicago's radio operator had received messages from the C-5 this morning that the navigator had made an error in reckoning his bearings but that her course had been corrected and she was proceeding here.

The dirigible gave her position as

"probably over Trepassay" at 8:30 a. m. New York time. The Chicago started a siren to guide the balloonists.

As the morning progressed the weather began to clear and the Chicago informed the approaching aviators of the improved conditions for landing.

Officers working on plans for the C-5's possible ocean cruise estimated that with favorable conditions a flight to England could be made in forty hours. This would tax the dirigible's fuel capacity almost to the maximum and if head winds developed it might prove necessary to shape the course to the Azores, where fuel ships already are waiting the several crews of transoceanic seaplanes.

Coil's Roughest Trip Lieutenant Commander Coil described the trip as the roughest he had ever made. He gave credit for completion of the voyage largely to Lieutenant Campbell and Lieutenant J. V. Lawrence, both of whom he said were weary "and almost seasick," but stuck to their posts.

"We made a 'landfall' at St. Pierre, but found ourselves on the west instead of the east shore of Placentia Bay," said the commander. "From this point we attempted to follow the Chicago's radio directions, but they did not work. For the moment we were lost. We started 'cross land' and saw about all of Newfoundland, and I must say this is the 'doggonest' island to find anything on I ever steered. Eventually we hit the railroad track and followed it to St. John's, which we identified, and continued on to St. John's. There was considerable fog, but it did not trouble us."

Lieutenant Commander Coil commended the landing crew which averted the big dirigible, calling out: "Fine work boys," then shook hands with the shore officers and exclaimed: "Let's get out of here and have a smoke."

Rest Aboard Cruiser

Rear Admiral Spencer S. Wood, in command of the aviation base, greeted the C-5's commander, who with his brother fliers was bundled into an automobile and hurried to the Chicago for a late breakfast. After making a report to Washington, which was expected to prompt a decision as to whether the balloon would return to the United States or attempt the flight to England, the aviators turned into berths prepared for them on the cruiser.

The C-5, the sun reflected from the silvered fabric of her huge gas bag, nosed through Carikold's Cove, east of the landing field, about an hour before noon local time. Gusty air currents tossed the blimp about on the passage. However, the pilots brought the huge craft directly over the landing field and the anchorage was completed in a few moments.

Although reports received here indicated that the American naval seaplanes

might start this evening on their transatlantic flight, Hawker and Raynham, the British fliers, announced that unfavorable weather would prevent their hop-off today.

Hallfax, N. S., May 15.—(By A. P.) The American navy seaplane NC-1, after leaving Halifax this morning for Trepassay, N. E., descended at Storey Head, Musquodoboit Harbor, owing to engine trouble, but resumed her flight at 11:47 a. m., Philadelphia time.

The plane's trouble, according to a wireless message received by the tender Baltimore, was with the gas and oil lines. A little more than two hours' work restored the mechanism to operating order. The start from Halifax was made at 8:52 a. m. (Philadelphia time). Commander A. C. Reed in a message to the Navy Department at Washington declared he did not return to Halifax, as at first reported.

Trepassay, N. E., May 15.—(By A. P.) Lieutenant Commander Towers announced after a conference this afternoon with his transatlantic flight colleagues that reports of weather conditions on the eastward end of the course to the Azores were "not highly favorable." However, no decision was announced regarding a possible start late today by the seaplanes NC-1 and NC-3.

The commander stated that if the NC-1 left Trepassay twelve hours later than her sister planes she would be able to make the flight to Lisbon in their company. The transatlantic voyage could not be delayed much longer, he said, because the destroyers and the warship patrol were exhausting their fuel.

In anticipation of a "hop off" new propellers were installed on both planes here, the extra blades having arrived on the destroyer Edwards, which continued on to St. John's with spare parts for the dirigible C-5.

Washington, May 15.—(By A. P.) While the transatlantic flight may be started today by the NC-1 and NC-3, first reports, however, furnished Commander Towers at Trepassay Bay today showed poor weather conditions for lighting the flight.

"Variable and fresh winds, strong south and southwest over eastern part of course; clouds, rain squalls and poor visibility," was the forecast sent from Washington on the basis of data furnished by the destroyers and other station ships on the course to the Azores. It had been expected that the almost total leave Trepassay just before sunrise, so the fliers might have the benefit of the full moon on as much of the long voyage to Punta Delgada as possible.

Philadelphia's commercial institutions had the appearance of a "bankrupt sale" or a "closed for the summer" home. All the stores, with few exceptions, were closed and the holiday spirit was everywhere.

Grandstands Filled Early Long before the time for starting came, the grandstands all along the line were filled to capacity. One-third of the stands in front of the City Hall had been occupied by 8 o'clock by a steady stream of happy people which began shortly after six.

On South Broad street, tickets were selling for \$10 at 8 o'clock and at nine some few remaining were snapped up at \$15.

At Broad street and Fairmount avenue the crowd broke through the police lines, due to the fact that there were no poles on which to attach the ropes. The situation was serious, but Lieut-

Awaken Early to See Big Parade

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In front of the Union League gray-haired women and small children defied the police edict, and sat on chairs, boxes and even saw horses.

At 9 o'clock the sidewalks at Broad and Locust streets had become impassable and a few minutes later the Bellevue Stratford Hotel became a public thoroughfare as a means of reaching Broad street from Walnut.

Flags and bunting were everywhere, but the color scene of the mass of moving heads on the street, the waving flags and surging bodies was a picture indescribable.

Vendors Reap Harvest Vendors everywhere reaped a harvest from the patriotic citizens. Soldiers and sailors in uniform walked among the crowds selling welcome home buttons, programs and flags. Everybody bought from them.

On Market street women and children packed the roofs of the subway entrances, while men heaved the spikes of the guard rails to get a better view of the parade.

The big blimp windows along the streets were boarded high above the heads of the crowds to prevent accidents. But small lads succeeded in finding spots on some of the fences and they clung with true enthusiasm of youth to the cross sections of the grandstands along the street.

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IRON MEN'S CHIEF GETS GOLD MEDAL

Five Hundred Prominent Men at Banquet Honoring Major General Muir

PRESENTED BY GOVERNOR

Presented by a grateful commonwealth to Major General Muir for gallant service.

In a single sentence inscribed on the back of a gold medal suspended from a ribbon containing the colors of the Allies, which is being worn today by Major General Charles H. Muir, commander of the Iron Division, Philadelphia and Pennsylvania have expressed their sentiments toward the man who led their sons to battle.

Nearly 500 prominent men from all sections of the state saw the stern eyes of "Uncle Charley" soften in appreciation as the "first honors" were bestowed upon him last night by Governor Spruill at a testimonial banquet given by the city in the Bellevue-Stratford.

"We have come to regard you as one of us—in other words, as a Pennsylvanian—despite the fact that you had from Michigan," said Governor Spruill in presenting the token. "Should you ever become tired of the regular army, which I suppose, however, will not be until you are retired, come to Pennsylvania and we will welcome you with open arms. Here you will find a home."

The dinner was given by Mayor Smith on behalf of the welcome home committee. Throughout the evening a spirit of pride in the part played by "Pennsylvannian's Own" in France and gratefulness to the division's commander prevailed.

Briefly the Mayor and tributes to the division and General Muir and then introduced Governor Spruill.

General Muir spoke of his troops in the highest terms. He was frequently interrupted by applause.

Wounded Heroes Weep at Ovalton

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nized by comrades passing in the line and many bantering calls and sympathetic exchanges were passed. "How she coming along?" was the steekest question of the marchers, and the wounded heroes were equally prompt with, "Fine, I'm feeling like a three-year-old" or some similar optimistic statement.

Many company and platoon commanders diverged from the line just a trifle to wish a speedy recovery to some of their men resting in the automobiles or standing before them, and one man, a "red-headed" captain captured at the Marne, according to a casual, stopped long enough to embrace a man who wore the Croix de Guerre.

Following the passing of the division,

the motor cars carrying the wounded Twenty-eighth veterans fell into the line of parade. If the marching men had been rendered an aviator, the passing of the wounded heroes was a veritable triumph. The men were showered with boxes of candy, cigarettes, confetti and other objects and conversation between them became almost impossible as they reached the central section of the city.

Flowers and Flags Thrown Into Autos Persons wearing flowers threw them at the passing heroes and by the time the men reached the turn at Broad and Chestnut streets their automobiles were lavishly decorated with American flags put there by the spectators.

Any time a spectator recognized a wounded man it was the signal for an outburst of cheering that made wind loud gone before seen time. Time after time wounded men were forced to rise and acknowledge the cheers of friends and others in the crowd.

When the wounded veterans passed the Liberty Bell those who were able to grope and saluted the emblem in whose service they had been wounded. Those unable to arise saluted as they sat.

Another big moment for them was when they were reviewed by General Muir at Broad and Diamond streets. And it was a big moment for him, too, as he called his thanks for their devotion and saluted the emblem in whose service they had been wounded. Those unable to arise saluted as they sat.

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No one at any time ever "wonders whether there'll be enough hot water" in homes where

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has been installed. The water is always piping hot at the turn of the tap and there's always plenty for every household need.

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William H. Wanamaker 1217-19 Chestnut St.

Advertisement for 'LIFT CORNS OFF' featuring an illustration of a hand holding a corn and a bottle of the product. Text describes the product as a painless way to remove corns and calluses.

Advertisement for Commercial Trust Company. Text includes a testimonial: "I would have done this before had I known how moderate your charges are." and lists services like 'Living Trusts' and 'The Trust Company as Your Agent'.

Advertisement for Henry James 'TRAVELLING COMPANIONS' featuring a book cover illustration and text: 'Seven Fascinating Stories Never Before Published in Book Form'. Price is \$1.75.